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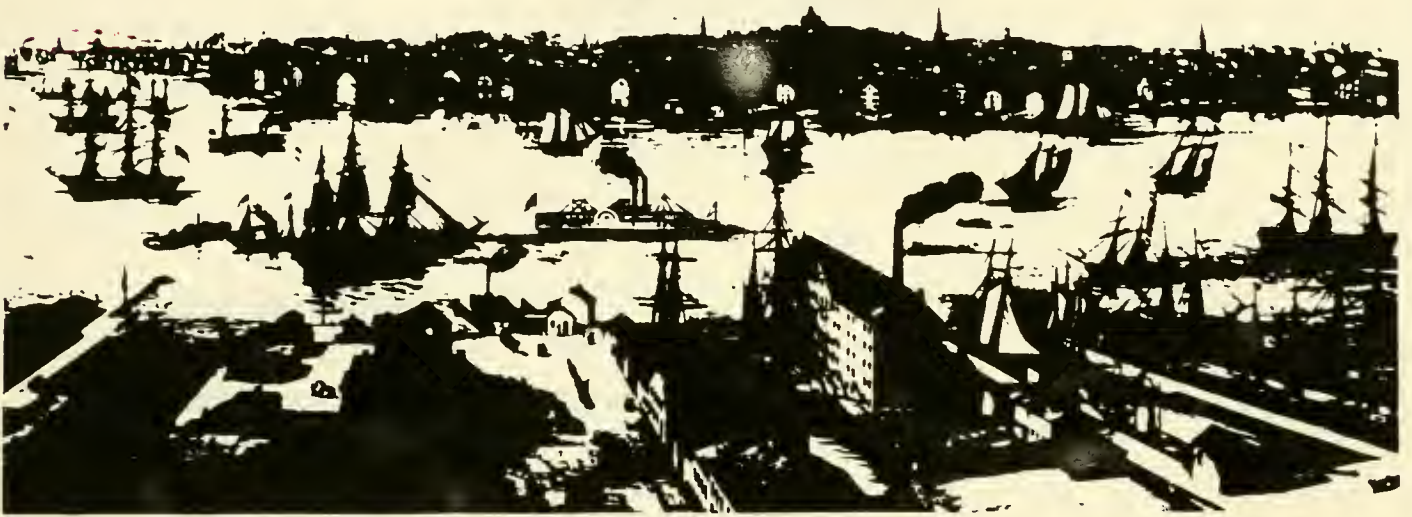


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DEVELOPER'S KIT

SARGENTS



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This Document is Prepared to Further Discussion with the
North End Waterfront Neighborhood Council

SARGENTS WHARF DEVELOPER'S KIT

REQUEST FOR PROPOSAL

CITY OF BOSTON

Raymond L. Flynn, Mayor

BOSTON REDEVELOPMENT AUTHORITY

Stephen Coyle, Director

Robert L. Farrell, Chairman

Joseph J. Walsh, Vice-Chairman

James K. Flaherty, Treasurer

Clarence J. Jones, Vice-Treasurer

Michael F. Donlan, Vice-Chairman, Sub-Committees

Kane Simonian, Secretary

SARGENTS WHARF DEVELOPER'S KIT
REQUEST FOR PROPOSALS

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1. DEVELOPMENT CONCEPT

DEVELOPMENT CONCEPT

The Boston Redevelopment Authority seeks proposals for a mixed use development on Parcel B-3 of the Downtown Waterfront-Faneuil Hall Urban Renewal Area. This parcel, known as Sargents Wharf is the last remaining publically-owned waterfront land within the Urban Renewal Area. The site consists of approximately 112,000 square feet of land area, and 70,000 square feet of water area to the 1880 pierhead line.

The primary goals for redevelopment of Sargents Wharf include the construction of on-site affordable family and elderly housing as well as public open space that is accessible to the North End community. The affordable housing should be rental in response to the most pressing need for this type of housing in the North End.

Another goal is the provision for active participation and equity interest in the redevelopment for a neighborhood based community development corporation. Such participation could result in the CDC's permanent ownership of the affordable housing component on Sargents Wharf.

In addition to the on-site affordable housing and public open space, redevelopment proposals may also include commercial uses, market-rate housing and below grade parking. A key aspect of the competition is the extent to which development proceeds from such uses are devoted toward filling the gap of the affordable housing component. Development teams are encouraged to propose overall funding strategies that maximize the production of affordable housing on-site in balance with a commercial component that is compatible in scale and character to the surrounding community.

The site will be divided into discrete development parcels by visual corridors and public pedestrian ways required to make access from the community to the water's edge open and inviting (see diagram). Proposals may be submitted for either the affordable housing component only (Site A), or the commercial component only (Site B) or for the entire site. Preference will be given to proposals submitted by a neighborhood-based non-profit or community development corporation or to partnerships between such neighborhood-based organizations and for profit developers.

General design considerations

- o Scale and massing that responds to traditional finger pier and wharf construction, and is in compliance with the Harborpark I.P.O.D. standards, with some height allowance along Commercial Street (90' - 110') if net public benefit is demonstrated.
- o Mixed use development that responds to the character of the Inner Harbor waterfront, with marine oriented uses that stimulate public access and reinforce Boston's historic relationship to the sea.
- o Continuous public access along the water's edge, and significant public open spaces and recreational amenities located along the waterfront.
- o Pedestrian ways and visual corridors across the site in order to make access from the North End to the waterfront open and inviting.
- o Inclusion of water transportation facilities, community boating, marina and other water-related public activities.
- o The use of traditional facade materials and high quality paving and landscaping for public spaces.
- o Two development scenarios are proposed to start the discussion:

	<u>Alternative 1</u>	<u>Alternative 2</u>
Affordable Housing	100 d.u.	100 d.u.
Market Housing	50 d.u.	100 d.u.
Hotel *	150 rooms	150 rooms
Public Open Space	90,000 s.f.	80,000 s.f.
F.A.R. (Approx.)	1.5 - 1.7	2.0 - 2.2

* or commercial office space.

Planning Considerations

- o The site could be divided into discrete development parcels by the visual corridors and public pedestrian access ways. The affordable housing parcel could then be developed by a community based non-profit. The other parcel(s) would provide gap financing, creating in effect a self-contained parcel-to-parcel linkage.
- o The affordable housing could be rental with 40 units for elderly and 60 family units.
- o A substantial component of affordable housing on Sargents Wharf could result in an overall development gap which must be filled from sources external to this development. To the extent that the gap is smaller, such other sources could be turned toward additional affordable housing projects in the neighborhood.
- o The development of Sargent's Wharf needs to achieve an optimal balance between open space, public access, urban design, affordability and off-site benefits. Such balance will be defined in the course of discussions with the Neighborhood Council.

2. PROGRAM OBJECTIVES

- o Create affordable housing on-site to help address the housing needs of the community.
- o Provide public recreational opportunities and open space for the North End Community.
- o Promote quality urban design, consistent in height, massing and character with the surroundings.
- o Enhance public access to the water's edge from the North End.
- o Create jobs and economic opportunities for community residents, women and minority business enterprises, and community-based non-profit organizations.
- o Promote achievement of community planning objectives such as defined in the Harborpark I.P.O.D. and the North End Housing Improvement Program.
- o Fulfill the community's vision for redevelopment of Sargents Wharf.

3. SELECTION CRITERIA

The overriding standard to be used by the Authority in its review of proposals will be the maximization of the overall program objectives and other public benefits. Criteria for review will include:

- o Achievement of the stated housing affordability goals: 100 affordable rental units must be located on Sargents Wharf.
- o Opportunities provided for community-based non-profit organizations and minority businesses.
- o Other public benefits offered by the proposed development including jobs, tax revenues, urban design amenities and other neighborhood improvements.
- o Feasibility of carrying out the proposed development.
- o Compliance of the proposed developments with the enclosed design and development guidelines.
- o The demonstrated production and management experience capability and financial strength of the development team.
- o Preference will be given to proposals that safeguard long term affordability of the low and moderate income units.

4. DESIGN AND DEVELOPMENT GUIDELINES

URBAN DESIGN CONCEPT

PARCEL DESCRIPTION

**LOCATION
PARCEL AREA
OWNERSHIP**

DESIGN AND DEVELOPMENT GUIDELINES

**USES
HEIGHT AND MASSING
VEHICULAR ACCESS AND CIRCULATION
PUBLIC OPEN SPACES, PEDESTRIAN WAYS AND AMENITIES
CHARACTER AND MATERIALS
VIEWS AND VISTAS
ENVIRONMENTAL CRITERIA
EMPLOYMENT**

II. The Site: Sargent's Wharf

Sargent's Wharf, one of the last remaining publically-owned parcels in the North End/Downtown waterfront, has a land area of 112,000 sq.ft. (Eastern Avenue included), and a water area of 70,000 sq.ft. to the 1880 pierhead line. It is currently used as a 230-space surface public parking lot and is bounded by Union Wharf to the north, Boston Harbor to the east, Lewis Wharf to the south, and to the west by Commercial Avenue and the North End residential community.

Sargent's Wharf is located among the fifteen major wharves of the Boston Inner Harbor which since the early 1970's have undergone substantial rehabilitation either by renovating the old granite warehouses or by erecting new structures. The new structures vary in height from a 4-story aquarium to the 40-story residential Boston Towers. Presently they include a mix of uses: housing, hotel, office, retail, marine, and parkland.

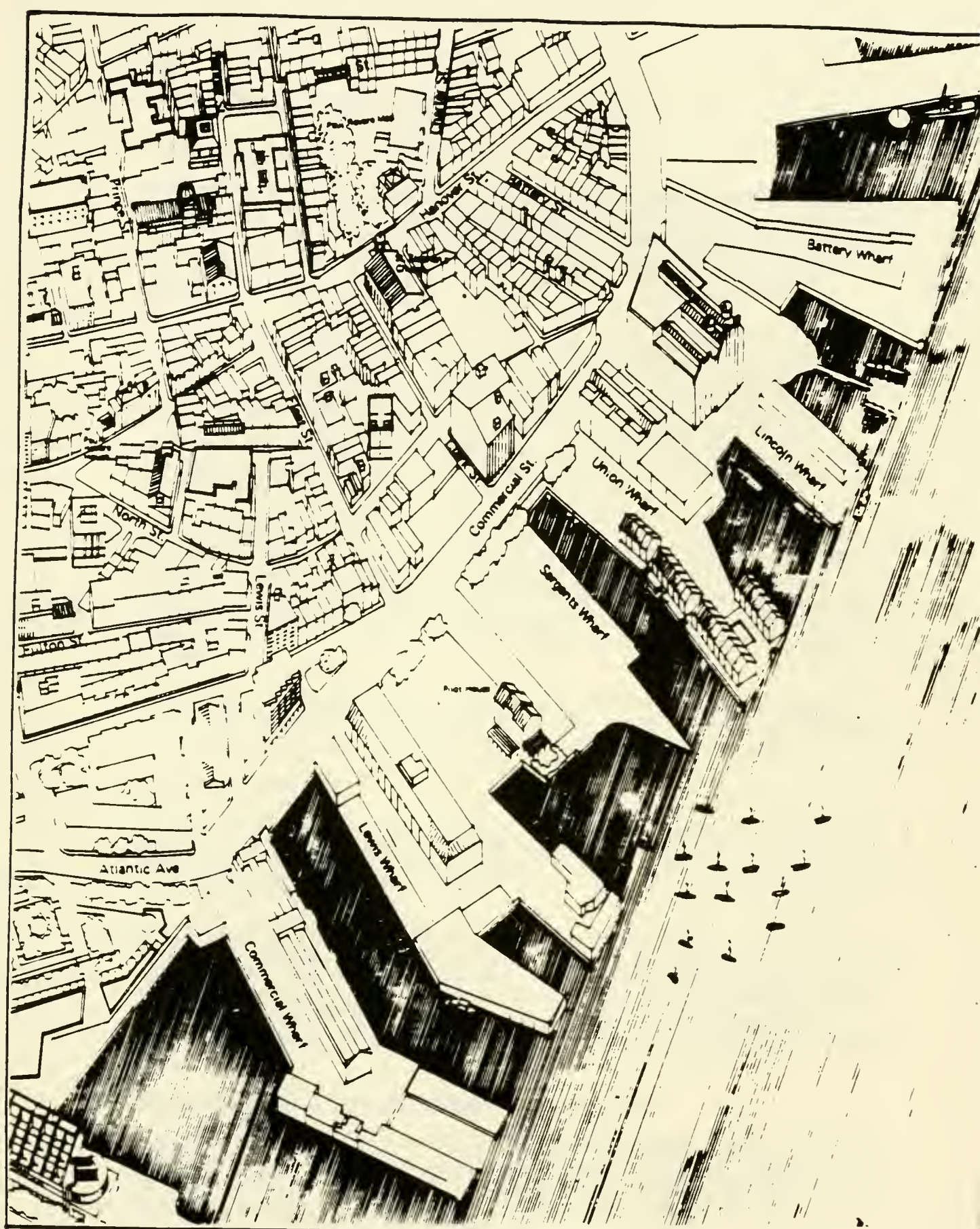
Since 1986, the City's Harborpark Plan has encouraged the provision of a continuous public access to the waterfront, the preservation of marine-related uses, and the creation of open space and various housing types while preserving the scale of the adjacent neighborhood.

The site is surrounded by both renovated and new structures. To the north, Union Wharf (1977) includes three, 3-story brick residential and commercial buildings with a private marina. To the south, Lewis Wharf, a 6-story granite warehouse renovated to accommodate commercial and residential uses is expected to expand with a 7-story, 56-unit building adjacent to the Pilot House and with a 3-story, 240-unit marina hotel on the existing piers. The existing Sailing Club will be relocated within the complex and an underground parking garage for 700 cars will be provided.

The east offers spectacular views of the waterfront and East Boston across the Harbor.

To the west lies the North End, an Italian-American residential neighborhood, with several historic buildings such as the Old North Church. It consists mainly of 55-foot high brick structures within a medieval street pattern where the historic church steeples dominate the landscape. Hanover Street, the retail core of this heavily visited neighborhood, is only two blocks away from the site, and given its slightly higher elevation provides a significant view corridor down Clark Street, through the site to the Boston Harbor.

Except for the 11-story "Mariner" residential building and the Old Power Plant on commercial Avenue, most of the parcels surrounding the site are 2-3 stories, underdeveloped or vacant, and are expected to receive new developments.



AXONOMETRIC OF EXISTING CONDITIONS

III. General Design Considerations

A. Scale and Massing (see diagram)

Sargent's Wharf has a key location within the Boston waterfront where it has to respond to both the "grand scale" of the Harbor where big tankers sail, long views encounter major bridges, a busy airport and various expressways, and also the city scale where size and texture range from the massive plain downtown structures to the smaller residential buildings of the North End.

The Inner Harbor waterfront and its wharves and piers have buildings of varying heights, which create a rich texture as seen from the land side, or from the Boston Harbor side. It provides an interesting scale to the "broken tooth", land-water-slip-land waterfront edge pattern. The waterfront parcels adjacent to the Financial District include buildings up to 250 and 380 feet, but most of the buildings surrounding the site are within a 55-75 feet range, with some taller structures along Commercial Avenue that go as high as 110 feet.

The long granite warehouse buildings characterize the area and some still bear their names on the short facade along Commercial Street. Along portions of Commercial Street, buildings clearly define the urban street-space and help create a transition between the Harbor and the city. On other parts of the street interruptions in the street wall allow views of the water's edge and the Harbor, East Boston, and airport beyond.

The current zoning ordinance requires a maximum height of 55 feet within 100 feet of the pier's harbor's edge. The height may increase inland but must be compatible with the adjacent neighborhood.

B. Uses (see diagram)

The Inner Harbor waterfront has a mixed-use character with hotel, office, aquarium and marine-related uses, retail, parking, housing and public open space. The area adjacent to the site is predominantly used for housing and parking.

Current developments in the area include mainly housing with hotel, office and ground floor retail uses. Marine oriented uses would stimulate public access and reinforce Boston's historic relationship to the sea. Any increased pier area should be devoted almost exclusively to public open space with active publicly-oriented uses, such as space for pleasure boats, water taxis, commuter ferries, sailing school, or boating club.

C. Open Space and Pedestrian Access (see diagram)

The waterfront is one of the main Boston attractions. Therefore public access and significant open spaces have been encouraged over the last 30 years. The "Walk-to-Sea" is a pedestrian walkway that connects the Financial District with the water's edge and the Waterfront Park. The

North End playground serves as a terminus and gathering point for North End residents. Sargent's Wharf has the opportunity for providing easy access to public open space close to the neighborhood's core.

Responding to the Harborpark guidelines, most of the new developments have provided a significant amount of open space (up to 50% of the land area) and a 15-foot public easement has been required along the water's edge to ensure a continuous public access along the waterfront.

The waterfront has a pedestrian character where passive and active public spaces have been provided to reflect the urban character of the area. Open space that is created should be both open to maximize views, yet protected from the ever-changing New England weather; it should be appropriately landscaped to reflect the urban waterfront character of this space, and should also provide passive recreational areas with comfortable sitting, and adequate lighting.

Public open space could be reinforced by an appropriate variety of immediately adjacent active uses, and the pier-ends could have significant public uses such as an observation tower, a water taxi-ticketing room or winter garden.

Sargent's Wharf usable land area could be expanded by constructing beyond the current granite solid fill bulkhead, seaward to the 1880 Pierhead line. Any new land or pier creation have to be devoted mainly to public open space or marine-related uses.

D. Visual Corridors (see diagram)

Public or semi-public uses at the ground level could enjoy exceptional views of the Inner Harbor, the North End and Charlestown historic monuments, and the downtown skyline.

There are three visual corridors that could provide proper long visual access to and through the wharf to Boston Harbor. The first visual corridor comes down from Commercial Street at the east end of Faneuil Hall Marketplace; the second and most important one comes down Clark Street, at the intersection with Hanover Street and Saint Stephen's Church and the Paul Revere Mall in the North End; and the third is a cross wharf corridor: Central Wharf to Lewis Wharf through Sargent's Wharf and up the Mystic Channel.

Rowes Wharf, a new development, has complied with the view corridor by providing a 8-story high archway and other proposed developments such as the Commercial-Clark Streets parcel will provide a setback that conforms to the visual easement.

E. Vehicular Circulation (see diagram)

Commercial Avenue serves both as the main collector and distribution artery for the North End Waterfront. It is connected to Atlantic Avenue, which subsequently is connected to I-93 North-South Expressway.

Eastern Avenue currently serves for pick-up and drop-off functions for the Pilot House and will receive the new entrance to the 700-car parking garage proposed for the Lewis Wharf Extension. 1:1 parking spaces per residential unit, and 1:2,000 sq.ft. of commercial space and visitor parking should be provided in an underground parking garage for any new development in the area.

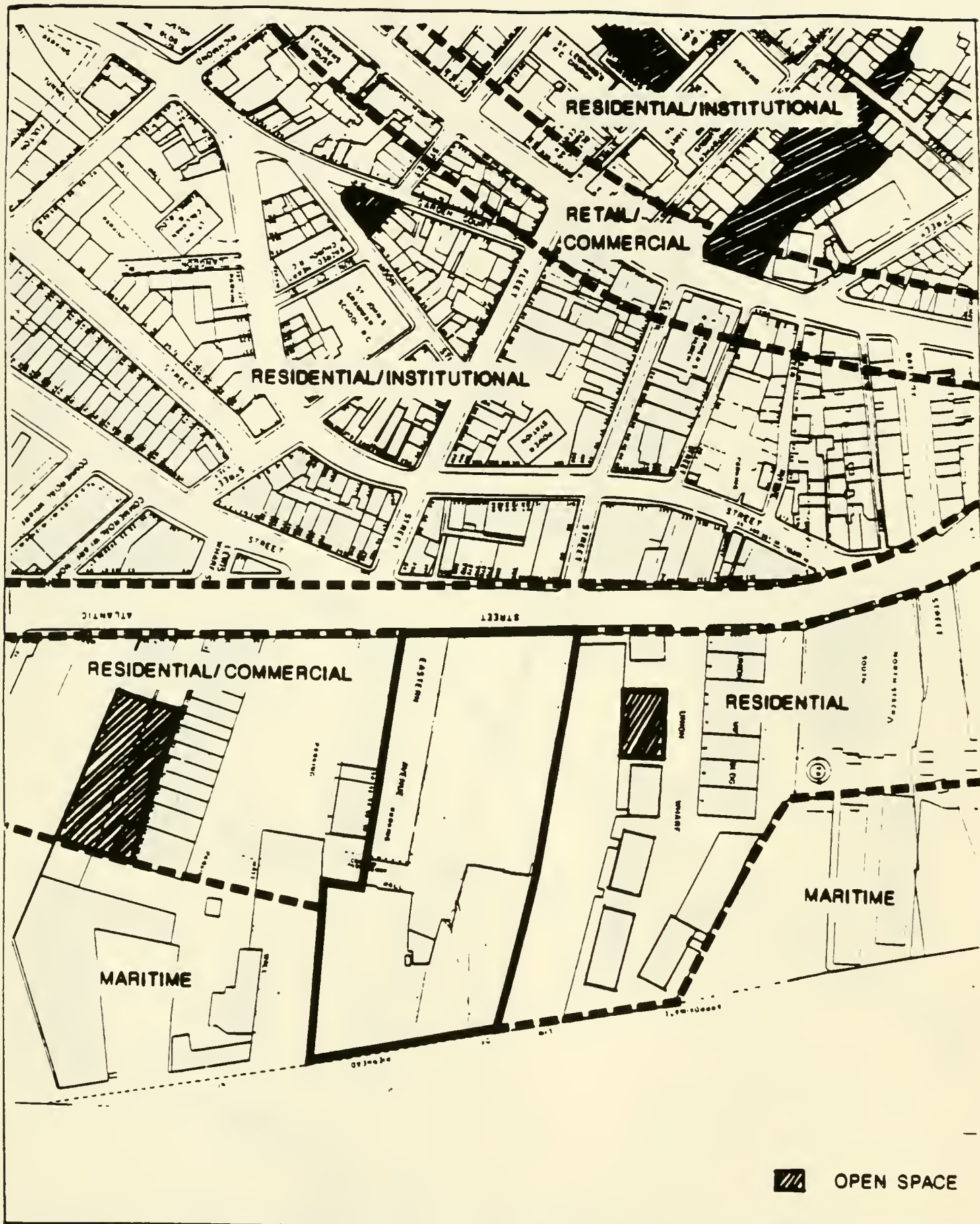
F. Water Transportation

Sargent's Wharf has the opportunity of becoming another link within the ferry boat system that will connect the major piers of the Boston Inner Harbor. This is going to enliven the waterfront edge and bring additional pedestrian traffic to the site.

G. Character and Materials

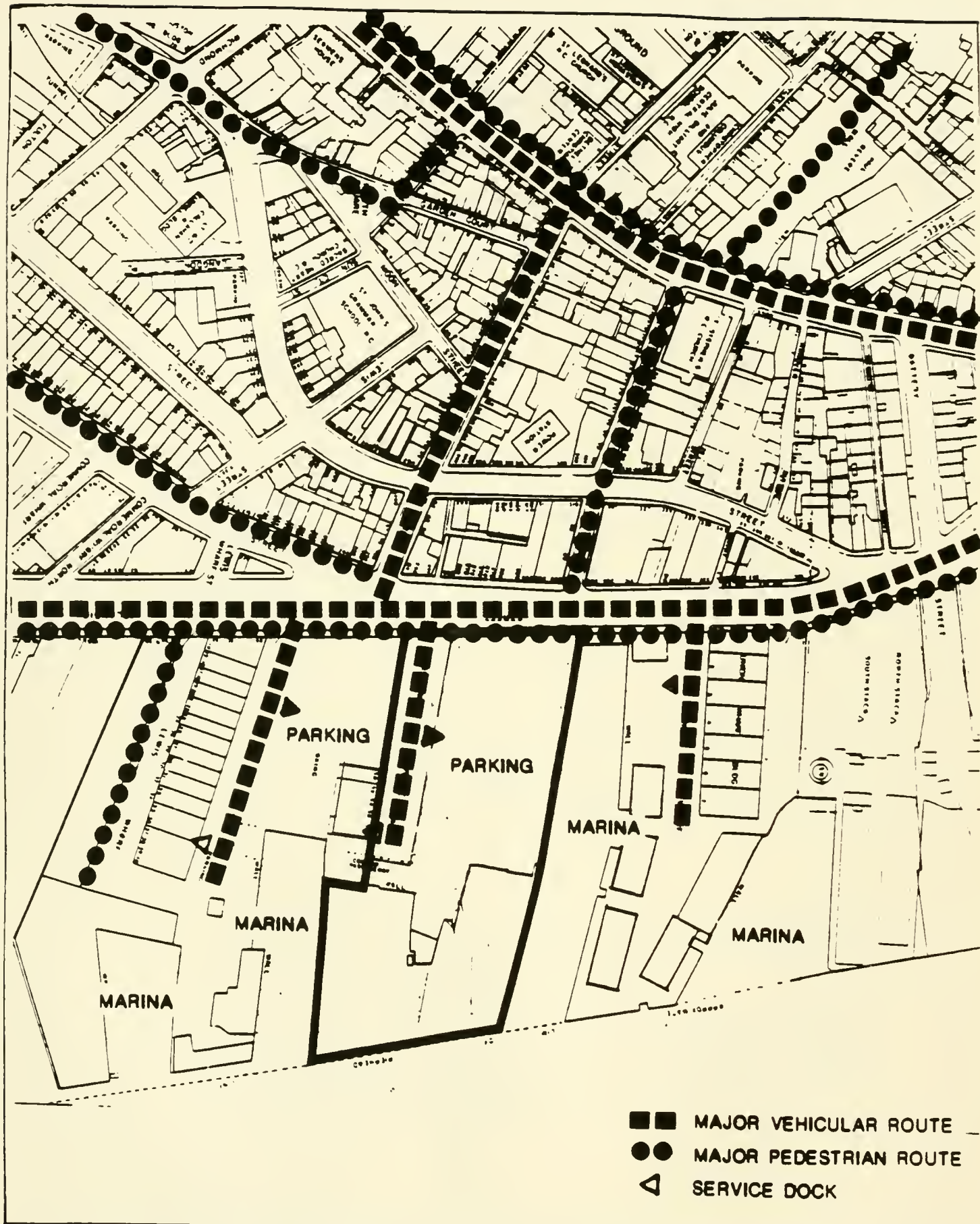
The waterfront and the North End community are characterized by masonry structures. Granite, limestone, and brick have been used extensively. Some buildings present an impressive brick work such as the 8-story arches of Lincoln Wharf (renovated Old Power Plant). While most of the structures surrounding the site are built of masonry material, many other images are available to inspire the architect. Many older commercial structures are metal sheds. Across the Harbor are views of steel truss bridges and steel shipyard cranes. There are some wood structures along the waterfront such as the Coal Pocket Building, Lewis Wharf II, and Cherrystones Restaurant. Paving materials surrounding new development are granite and brick in the in the up-land portions and granite and wood on the piers.





MAJOR LAND-USES





CIRCULATION PATTERN

5. SUBMISSION REQUIREMENTS

SUBMISSION REQUIREMENTS

1. Submission Fee

A submission fee of \$7,500 is required, drawn to the order of or assigned to the Boston Redevelopment Authority. The Authority is under no obligation to earn interest. \$5,000 of the fee will be retained by the Authority for processing the submission; the remaining \$2,500 will be returned to unsuccessful applicants.

Ten copies of each submission are required in an 8½" x 11" format.

2. Applicant Information

- a) Letter of interest introducing the development team, including the developer, architect, and other consultants.
- b) Relevant past experience of development team.
- c) Redeveloper's Statement of Public Disclosure, and Redeveloper's Statement of Qualifications and Financial Responsibility (Form HUD-6004 attached as Appendix B).

3. Development Proposal

Project summary, including a description of proposed uses, proposed management of each use and public amenities, proposed ownership structure, and the anticipated development schedule. Submission should also include an estimate of the number of construction and permanent jobs to be generated by the development program.

4. Design Submission

- a) A study model at a scale of 1" = 100' prepared in sufficient detail to evaluate the relationships of height, mass, proportion, color and materials to surrounding buildings and spaces.
- b) Elevations of all facades of the proposed development and adjacent structures in sufficient detail to examine the relationships of proposed window openings, cornice lines, and entrances. The scale of 1/16" to 1'-0" is requested.

- c) Site plan(s) developed in sufficient detail at 1"-40' to describe the character and scope of the proposal. The plan must include the first floor plan and identify pedestrian, vehicular and services access. Landscaping, ground plane materials, and amenities (e.g., benches, lights) shall be indicated.
- d) Eye-level perspective view from Atlantic Avenue and at the intersection of Clark Street and North Street showing the proposal in context of the surrounding area.
- e) Any additional plans, elevations and sections as may be required to understand the building's organization and to illustrate the relationship of existing to proposed structures.
- f) Description of the materials to be used for exterior facades and public spaces.

5. Financial Information

- a) Development and operating pro formas (Forms attached as Appendix C) as well as any other financial information that may assist the Authority in evaluating proposals. Information provided in narratives and memoranda should correspond to completed pro formas.
- b) Letters of interest from a financial institution or source of funding for construction and permanent financing.

6. APPENDICES

A. AFFORDABILITY STANDARDS

B. DEFINITION OF TERMS

C. PRO FORMAS

APPENDIX A

AFFORDABILITY STANDARDS

The following schedules will be used as guides for determining the low- and moderate-income housing generated by development plans. Please refer to the project guidelines where appropriate to determine the number of affordable units and the range of eligibility your development plans must include for approval.

Affordable rents and purchase prices are those which are affordable to a "low" or "moderate" income household paying no more than 30% of their adjusted gross income to rent (including utilities) or mortgage (inclusive of principal, interest, taxes, property insurance, mortgage insurance and condominium fees). Federal regulations for the Department of Housing and Urban Development define these income categories as follows:

"Low-income" = less than 50% of the Boston PMSA median family income.

"Moderate-income" = 50%-80% of the Boston PMSA* median family income.

"Upper Moderate-income" = 80%-110% of the Boston PMSA median family income.

In general, units built to meet the Boston Redevelopment Authority's affordability requirements must be two and three bedroom units unless the City of Boston specifically sets a different standard in a planning document (e.g., Request for Proposals, etc.) or in circumstances where developers can demonstrate a specific neighborhood need for a different unit mix.

The following guide converts the number of persons per household into an appropriate unit size, i.e., number of bedrooms:

<u>Maximum Family Size</u>	<u>Number of Bedrooms</u>
1	0 (studio)
1-2	1
2-4	2
3-5	3
4-6	4
5-7	5

AFFORDABLE HOUSING - DEFINITIONS AND GUIDELINES (1)

<u>Family Size</u>	<u>Low Income (Up to 50% of Median)</u>	<u>Maximum Monthly Housing Expense (2)</u>
1	\$15,500	\$388 @30% GMI
2	17,700	443
3	19,950	499
4	22,150	554
5	23,900	598
6	25,700	643
7	27,450	686
8	29,250	731

<u>Family Size</u>	<u>Moderate Income (50% to 80% of Median)</u>	<u>Maximum Monthly Housing Expense (2)</u>
1	\$22,700	\$568 @30% GMI
2	25,900	648
3	29,150	729
4	32,400	810
5	34,450	861
6	36,450	911
7	38,500	963
8	40,500	1,013

<u>Family Size</u>	<u>Upper Moderate Income (80% to 110% of Median)</u>	<u>Maximum Monthly Housing Expense (2)</u>
1	\$31,650	\$791 @30% GMI
2	36,430	911
3	40,690	1,017
4	45,210	1,130
5	48,035	1,201
6	50,860	1,272
7	53,690	1,342
8	56,510	1,413

(1) Effective January 15, 1988.

(2) Maximum monthly housing cost as a percent of gross monthly income (GMI). In calculating possible purchase prices, this amount must include principal, interest, taxes, mortgage insurance, property insurance and any relevant condominium fees. In calculating possible rents, this amount must also include utility costs.

Various financing subsidies use different guidelines for the allowable percent of monthly income. Adjust calculations accordingly. For example, MHFA allows between 28% to 31% of a family's gross monthly income as their maximum allowable monthly housing expense. This range depends on the corresponding tax exempt bond requirement. The Massachusetts Housing Partnership (MHP) Homeownership Opportunity Program (HOP) allows up to 28% of GMI for housing expense. Federal subsidized rental housing programs allow up to 30% of GMI for housing expense. State subsidized rental housing programs allow up to 25% of GMI for housing expense.

Please note that Boston public agencies use 50% and 80% of the PMSA (Primary Metropolitan Statistical Area) median income as guidelines because the median income of Boston residents is substantially lower than that in the PMSA. The median income for Boston families in 1980 was only \$16,062 compared to the PMSA median of \$22,813 according to the U.S. Census. (The PMSA includes many higher income communities from the Greater Boston Area.) Income eligibility limits vary by family size. Attached is a list of income limits for the City of Boston by category and the maximum monthly housing expense acceptable under these guidelines.

APPENDIX B

DEFINITION OF TERMS

Community Development Corporations (CDC):

A CDC is an established non-profit organization that is controlled by residents of a specific community defined by a geographic area, organized for the purpose of community housing and economic development.

Evidence of CDC status is required in the submission.

Minority Business Enterprises (MBE):

MBEs are firms that meet the following criteria and are certified as MBEs by the State Office of Minority Business Assistance (SOMBA):

Owners are members of a definable minority group.

Minority partners/shareholders must own at least 51% of the Business.

Minority owners must have dominant control of the business.

Minority owners must be substantial investors in the business.

The business must be an on-going concern.

Minority shall mean a person who is either Native American /Alaskan Native, Asian/Pacific Islander, Black, Hispanic or a person who is perceived to be of such a group.

MBEs must be certified as having submitted application for certification as of the date of submission. A copy of the MBE certification letter or proof of application from SOMBA must be included in the proposal. Those applicants who wish to compete as MBE's but are denied certification from SOMBA are ineligible for this category in the competition.

Non-Profit Organizations:

Non-profit organizations are those with U.S. Internal Revenue Code 501(c)(3) tax exempt status. A copy of the organization's articles of incorporation and evidence of tax exempt status must be included in the proposal.

Joint Ventures:

A joint venture is a partnership between or among MBEs, CDCs, non-profits and a majority developer in which the MBE, CDC or non-profit has at least 30% control and participation in the decisions and profits of the joint venture as set out in the Partnership Agreement legally defining the joint venture. A copy of the Partnership Agreement must be included in the proposal and will be held confidential.

Female Headed Household:

A female headed household shall mean a household in which the primary adult wage earner or recipient of support in the prior calendar year for that household is female.

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BOSTON
REDEVELOPMENT
AUTHORITY

Raymond L. Flynn
Mayor

Stephen Coyle
Director

One City Hall Square
Boston, MA 02201
(617) 722-4300

BOSTON REDEVELOPMENT
AUTHORITY

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Mr. William G. Ferullo, Chairman
North End Waterfront Neighborhood Council
4 Charter Street
Boston, MA 02113

Dear Mr. Ferullo:

I am writing to confirm our mutual understanding about several aspects of the Sargents Wharf redevelopment which have recently been discussed by Boston Redevelopment Authority staff and members of the Neighborhood Council. The Authority has scheduled a public hearing on the tentative designation of the Lewis Wharf Joint Venture for the so-called Pilot House extension on April 7, 1988. Please note, the Board will not be asked to vote on April 7 and there will be opportunity for additional dialogue with the community. Neighborhood Council members have indicated a desire to be apprised of the overall plans for Sargents Wharf in order to make a more informed recommendation on this matter. Accordingly, I would like to assure you on the following points.

In accord with Mayor Flynn's commitment to strengthening Boston's neighborhoods, our priority for redevelopment of Sargents Wharf includes the construction of on-site affordable family and elderly rental housing. As you know, affordable housing, especially on a waterfront location, cannot be built without the infusion of additional funds from sources external to the housing itself. We are prepared to pursue a range of options to fill the development gap, including State and Federal housing subsidies and City linkage funds.

BRA staff will continue the planning discussions with the Neighborhood Council in order to agree upon the kind of development that creates on-site affordable housing in balance with other community needs and desires such as open space. Furthermore we are working with the Council to develop a commercial component that is compatible in character and scale with the surroundings. Within the framework for discussion put forward recently, the Neighborhood Council and the BRA should be able to agree on an appropriate balance. Once this occurs, a Request for Proposals will be advertised to accomplish the on site, affordable housing goals.

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Mr. William G. Ferullo
Page 2.

The BRA has worked cooperatively on the disposition process for public land with neighborhood groups throughout the city -- including East Boston, Charlestown, Chinatown and the South End. There is every reason to expect a similar successful outcome from our work with the North End Waterfront Neighborhood Council. We look to the special understanding you have of your neighborhood and its needs to guide us in this process.

Participation of neighborhood-based community development corporations has been a key aspect of the BRA's disposition process in other neighborhoods. Our goal and commitment is to provide a similar opportunity for North End CDCs participation in the development of affordable housing on Sargents Wharf.

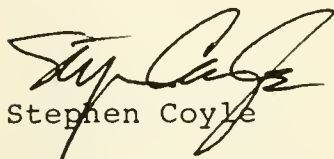
Even if we can develop a 100 unit, affordable rental project on Sargents Wharf, it will not address the shortfall of affordable housing in the North End. Our overall goal must therefore be broader than just agreeing on the redevelopment of this one site. The BRA will therefore establish a North End housing fund which would receive voluntary contributions from developments such as Lewis Wharf, the Pilot House extension and Lincoln Wharf. This fund would channel gap financing toward the acquisition or construction of additional affordable housing in the North End. Projects developed by the North End CDCs would be eligible for such funding.

Tentative designation of the Lewis Wharf Joint Venture would insure that funds for such affordable housing flow to the community as quickly as possible. The Joint Venture's proposed contribution of \$1,200,000 will be specifically targeted to the North End housing fund in the Authority's tentative designation. Actual utilization of these funds -- be it for on-site Lewis Wharf affordable housing, Sargents Wharf gap financing or acquisition of existing units, such as at San Marco -- can be determined in the course of our continuing discussions. Tentative designation simply gives the Gunwyn Company the right to develop their plan, continue community review and commence various permitting processes. Our commitment is to fully involve the North End Waterfront Neighborhood Council in the continuing review of the Gunwyn proposal, in order to ensure maximum community benefit from this project.

Mr. William G. Ferullo
Page 3.

The BRA's bottom line objective is to work in partnership with the Neighborhood Council to develop an affordable housing plan for the North End, a program for Sargents Wharf that addresses the need for affordable housing, quality public open space and access, and appropriately scaled commercial development. In addition we seek to establish a working relationship with the Neighborhood Council that will enable the community to take full advantage of all possible resources for creating additional affordable housing throughout the North End -- now and into the future, and to complete the master plan for the Inner Harbor.

Sincerely,



Stephen Coyle

BOSTON REDEVELOPMENT
AUTHORITY

APR 4 9 26 AM '88

BOSTON
REDEVELOPMENT
AUTHORITY

Stephen Coyle/Director

One City Hall Square
Boston, MA 02201
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April 1, 1988

Friends

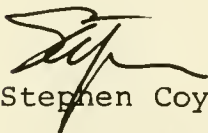
North End Waterfront Neighborhood Council Members

Enclosed for your review is a draft Request For Proposals to continue our discussion about Sargents Wharf. You will note that 100 units of on-site affordable rental housing are required. This proposal is consistent with Mayor Flynn's commitment to affordable housing for the North End. Potential bidders are afforded an opportunity to submit proposals for either the affordable housing parcel or the commercial parcel or both. Priority will be given to proposals that include development and equity participation by a neighborhood based non-profit or community development corporation.

This draft responds to the neighborhood concerns which have been raised during our discussions. It should set the stage for direct agreement on finalizing the Request For Proposals and its release in the late spring.

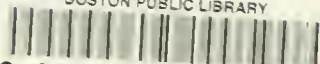
Feel free to call Victor Karen, Senior Project Manager with any questions or comments you may have. Again, thanks for your help in developing this concept.

Sincerely,



Stephen Coyle

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